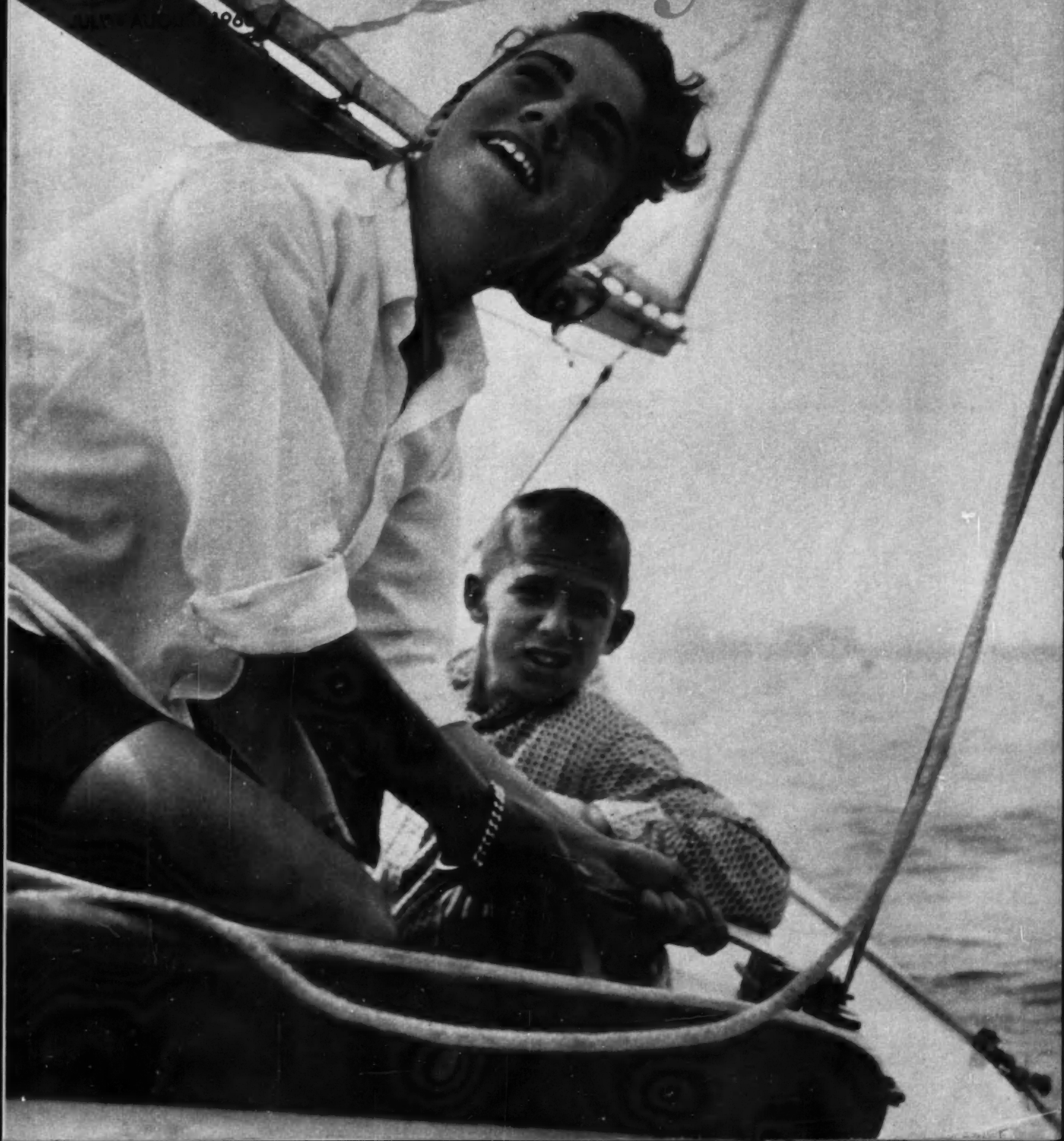
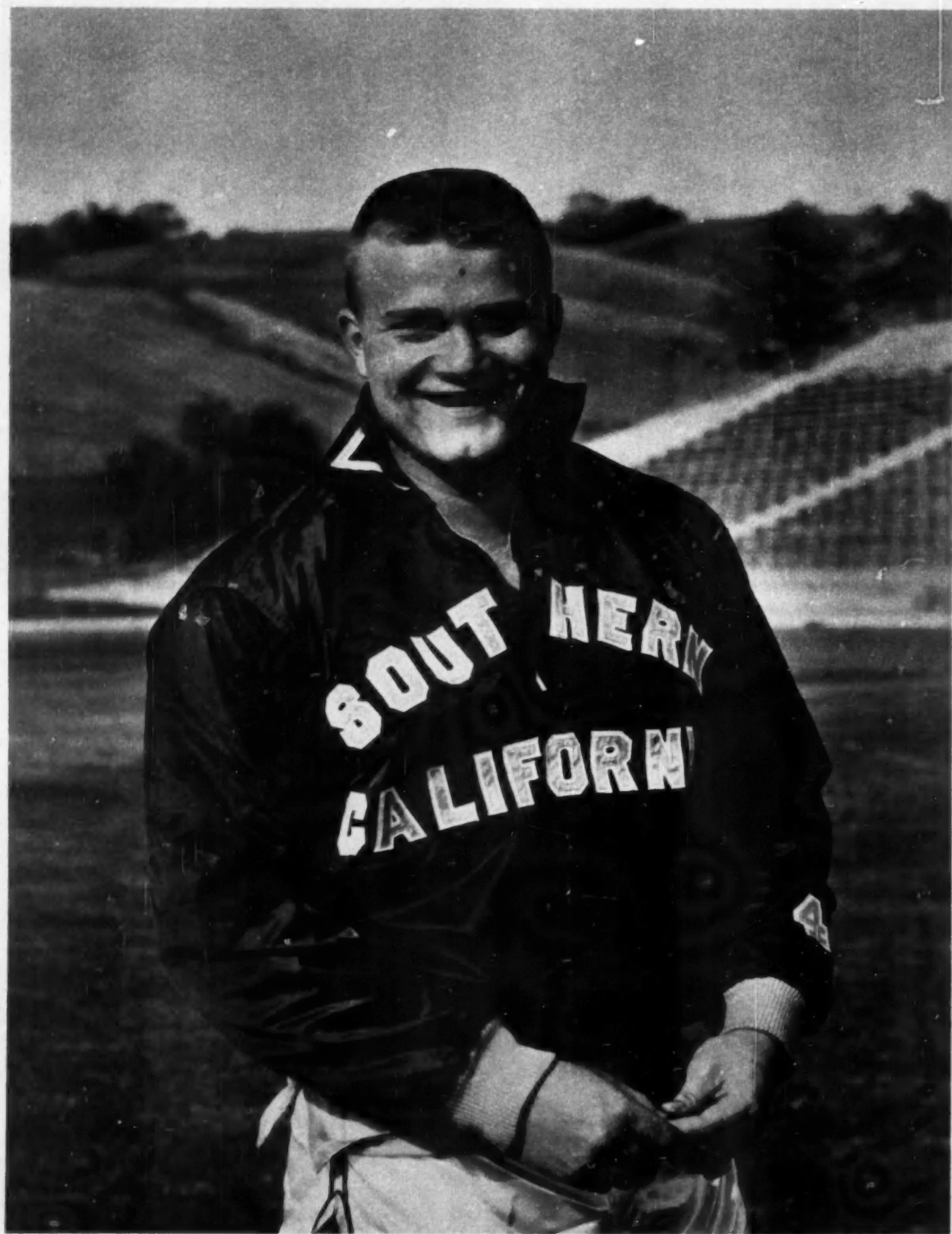


American Youth





← YOUNG AMERICAN OF THE MONTH

ACCORDING to track and field experts, the consistency with which Dallas Long throws the 16-pound shot for great distances gives the 19-year-old University of Southern California sophomore a good chance to win a medal for the U.S. in the Olympic Games to be held in Rome this summer.

Dallas equaled Parry O'Brien's Olympic-record toss of 63 feet two inches (set in the 1956 Games) when he was a freshman, and last March he moved his own mark up to 64 feet six and one-half inches. In pre-Games competition held in this country last spring he competed with such long-throwing experts as O'Brien, Bill Nieder, runner-up in the 1956 Games, and Don Davis.

The six-foot-four-inch, 260-pound teen-ager is the son of a mathematics and sociology teacher at Phoenix (Arizona) College. When he entered North Phoenix High School, his coach, Vernon Wolfe, put him to work lifting weights and watching movies of Parry O'Brien, so that he could master the champion's 180-degree spin-and-throw technique. Wolfe realized that Dallas could be a great shot-putter, but that he would have to work hard at it.

In his senior year Long gave up football, despite the fact that he had been an all-state tackle. The move paid off, for he set a national high school shot-put record by flinging the 12-pound ball more than 60 feet.

Part of Dallas' success is due to the fact that, while he appears to be casual and easy-going in practice, he is able to concentrate on the business at hand in competition. This concentration carries over into his school activity, too. He has maintained a "B" average in pre-dentistry classes during his first two years in college.

Jesse Mortensen, Long's coach at U.S.C., speaks of the young shot-putter's capabilities with pride: "If I predict that Dallas will push his shot 70 feet, people will think I'm crazy. But if I don't say it, he probably will do it."



PICTURED ON OUR COVER this month are helmsman Ken Calder and crew member Judy Benkert, cruising in an International Class 17-footer, a boat becoming increasingly popular in Great Lakes waters. Ken and Judy, who were photographed by Philip Fosskett, are two of the best sailors among the junior members of the Bayview Yacht Club in Detroit.

PHOTOGRAPHIC CREDITS

2, Lawrence Schiller—Globe. 4-5, Chuck Ternes—General Motors Photographic. 6-7, Walt Disney Productions. 8, 10, Cal Bernstein—Black Star. 11, Burk Uzzle—Leviton, Atlanta. 12, General Motors Photographic. 14, Tom Caffray—Globe. 16, Bern Keating—Black Star (top); James A. Drake, Jr.—Black Star (center); Lou Jacobs, Jr. (bottom). 17, Robert J. Smith—Black Star. 18, Oregon State Highway Department (bottom, left); Missouri State Highway Commission (bottom, right). 19, New Mexico State Tourist Bureau (top, left); Colorado State Highway Department (top, right); South Dakota Department of Highways (bottom). 20-21, Bill Ray—Black Star. 22, Yuki Kuniyuki—Foto/Find.

GENERAL MOTORS sends **AMERICAN YOUTH** to newly licensed young drivers every other month

American Youth is published by Caco Publishing Company, Dept. AY, 3-135 General Motors Building, Detroit 2, Michigan. John H. Warner, editor; Frank R. Kepner, assistant editor; Herman Duerr, art director; Helen Simkins, A. Jack Bergers, John Tuba, Alexander Suckek, editorial assistants; John Reed, business manager.

© 1960 by Caco Publishing Company.

BAT BOY

*This teen-ager's hustle
and enthusiasm won him one
of the most sought-after
of all summer jobs for boys*

BOB PICKARSKI, 18-year-old batboy for the Detroit Tigers baseball team, is a teen-ager in a hurry. During the last two years, Detroit fans have grown accustomed to Bob's round-trip sprint from the Tiger dugout to home plate to retrieve the players' bats. It was this hustle, and a lucky "break," that originally won him the coveted job.

Four summers ago Bob took a vacation job as an usher at Briggs Stadium, home of the American League Tigers. The following summer he was promoted to clubhouse attendant. On one eventful day during that season the visiting team's batboy was absent, and Bob was asked to take his place.

Tiger officials thought so much of Bob's enthusiasm and alertness that they asked him to be the regular batboy for the next (1959) season. Bob accepted, and did so well that the club asked him to serve another year.

Bob knows that fans pay to see the ball game and not the batboy, and so he tries to do his work in a minimum of time on the field.

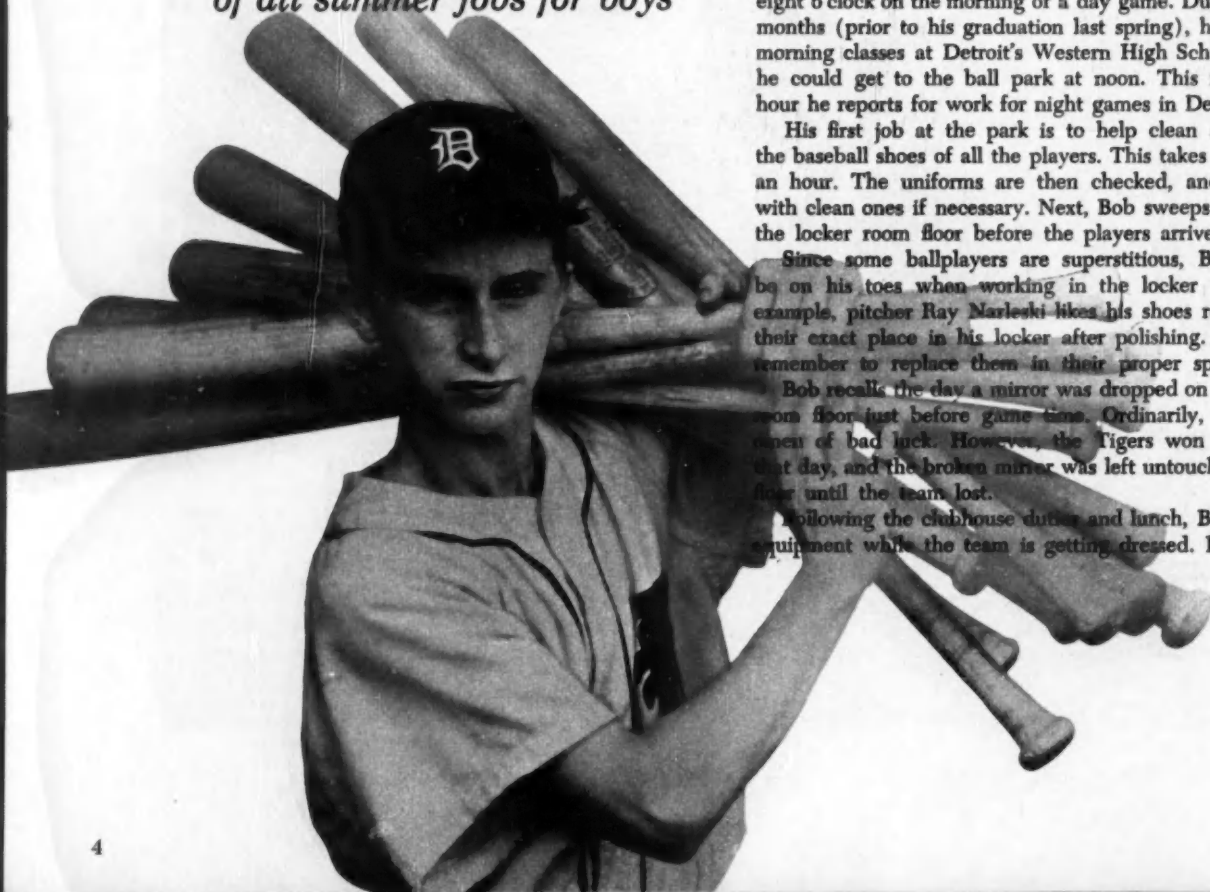
During the summer months, Bob reports for work at eight o'clock on the morning of a day game. During school months (prior to his graduation last spring), he attended morning classes at Detroit's Western High School so that he could get to the ball park at noon. This is also the hour he reports for work for night games in Detroit.

His first job at the park is to help clean and polish the baseball shoes of all the players. This takes more than an hour. The uniforms are then checked, and replaced with clean ones if necessary. Next, Bob sweeps and mops the locker room floor before the players arrive.

Since some ballplayers are superstitious, Bob has to be on his toes when working in the locker room. For example, pitcher Ray Narleski likes his shoes returned to their exact place in his locker after polishing. Bob must remember to replace them in their proper spot.

Bob recalls the day a mirror was dropped on the locker room floor just before game time. Ordinarily, this is an omen of bad luck. However, the Tigers won the game that day, and the broken mirror was left untouched on the floor until the team lost.

Following the clubhouse duties and lunch, Bob readies equipment while the team is getting dressed. He accom-



panies the team to the field for batting practice and warm-up and occasionally plays catch and shags flies with the players before the game.

Bob is kept busy with his dugout duties once the game is under way. Now and then he is asked to run to the bull pen to relay instructions to the players there. When the game is over and the equipment put away, Bob showers with the players and calls it a day.

Since his locker is located in the same room as those of the players, he has an opportunity to listen to their comments after a game. When the team wins, the players often stay to talk about the game. When the Tigers lose, everyone, including Bob, heads quietly for home.

Once a year the batboy is invited to make a road trip with the team. Last year Bob accompanied the Tigers to New York and Boston for six days. During the trip he roomed with one of the players and, except for working a day in each city, spent most of his time sightseeing.

Being in the Tiger dugout during a game is the highlight of his job. Because of his natural interest in baseball, Bob admits that he mentally "manages" the team right along with Tiger manager Jimmie Dykes. Bob knows most of the signals and can readily tell if his analyses and decisions during the game match big-league standards. Bob feels that there is no better way to learn the fundamentals and strategy of the game.

A humorous bit of unplanned strategy unfolded a year ago, when Bob unwittingly helped the Tigers score the winning run in a game against the New York Yankees. The score was tied when a Tiger got a base hit to drive a base runner to third base on the play. Bob left the dugout and ran to the plate for the discarded bat. The Yankee player who fielded the ball, thinking the runner had rounded third and was continuing home, overthrew the ball to the plate. As a result, the Tiger runner scored.

Because of his job, Bob is perhaps the most popular teen-ager in his neighborhood. Youngsters frequently ask him for team-autographed baseballs and tickets to the games. Whenever possible, Bob tries to fill their requests. The Tiger players frequently give him discarded gloves, shoes and bats. Bob says that at the end of the season he could equip a small neighborhood team.

Bob's day at Briggs Stadium begins with cleaning and polishing shoes. He has often thought about professional baseball as a career possibility, but remains undecided about attending a try-out session.



Bob watches the action from the dugout with manager Jimmie Dykes, left, when the Tigers are on the field.



Picking up a bat at home plate under the watchful eyes of an umpire and the catcher, Bob runs back to the dugout. It was this same hustle that gained the batboy his job.

A cool sponge feels refreshing after several quick trips to the plate. Bob usually doesn't have time for this until the end of the inning.





Hayley Mills, in costume for her role as Pollyanna, poses (at far left) for her father, John Mills, who is growing long sideburns for his next film. In the picture at the left, Hayley and co-star Nancy Olson listen attentively to instructions from director David Swift. The period clothes Hayley wore were not very becoming, but she said she didn't mind.

Hayley Mills—

Pollyanna, '60 Style

WHEN WALT DISNEY picked 14-year-old actress Hayley Mills to play the lead in *Pollyanna*, his new film about the fictional too-good-to-be-true girl of the early 1900s, he chose an English teen-ager who is relatively unknown to American movie fans.

As *Pollyanna*, Hayley plays a little girl who goes to live with an aunt in a small New England town. In the movie, *Pollyanna* influences everyone she meets with the philosophy that "No matter how difficult things may seem, it is always possible to find something to be glad about."

Although *Pollyanna* is only the second film in which she has appeared, Hayley is no stranger to the entertainment field. Her father, John Mills, is a well-known British actor; her mother, Mary Hayley Bell, is a writer and former London actress; and her sister, Juliet Mills, is a promising actress who recently appeared in a London play. Hayley's brother, Jonathan, 10, is the only member of the Mills family not yet active in some form of the arts.

Hayley, who was born in London, entered Elmherst Ballet School there when she was nine years old, and still attends its classes when not working in a picture. During the filming of a movie she attends a studio school. Her current school subjects correspond to those of a sophomore in an American high school; in addition to her regular school work, she studies dancing and dramatics.

Hayley's first film appearance was in the movie *Tiger Bay*, and her performance won her the Silver Bear Award at the 1959 Berlin Film Festival. In her role in *Tiger Bay*, which contrasted with that of the near-perfect girl in *Pollyanna*, Hayley was a "brat-like" youngster who is the only witness to a murder.

In both films Hayley plays the part of an orphan — an unusual assignment for a young girl who is as close to her family as Hayley is.

She says that her success in *Tiger Bay* is due, in part, to the fact that her father worked with her in the movie.

Neither her father nor mother encouraged Hayley to enter the entertainment world, but when the opportunity to make *Tiger Bay* arose, Hayley immediately accepted it, with the blessing of her parents. According to her mother, Hayley had never expressed any noticeable desire to enter the acting profession, although as a small child she had constantly indulged in the game of "play-acting."

When she was selected for the title role in *Pollyanna*, it was with some reluctance that her father and mother agreed to permit her to make the film. But when her parents saw the cast for the picture — it includes such notable performers as Jane Wyman, Karl Malden, Donald Crisp, Adolphe Menjou, Agnes Moorehead, Nancy Olson and Richard Egan — they became enthusiastic over Hay-



In a scene from Pollyanna, Hayley is shown with Adolphe Menjou. In the film Hayley makes a friend of the gruff-tempered Menjou.

ley's opportunity. As her father put it, "Hayley will get more help and will see more brilliant acting in this picture than we ever dreamed she would be able to do at any time in her career, let alone this early along her professional road."

Except for brief trips from London to the European continent, Hayley had never traveled to any extent until 1958, when she accompanied her parents to Australia, where her father was making a film. After he completed his role, the family spent several weeks touring the Orient. Hayley developed a love of travel from this experience, and now she will go anywhere at the drop of a passport. Hayley would still like to visit China; she says it's because her mother was born there.

Among Hayley's many talents is dexterity in the art of eating with chopsticks. It's a skill she learned from her mother. She was able to put this skill into practice during a stopover in Singapore on the family's Asian tour.

Her role as Pollyanna gave Hayley the opportunity to visit America for the first time. One of the first things she did upon arrival in California was to visit Disneyland, where her guide was Walt Disney.

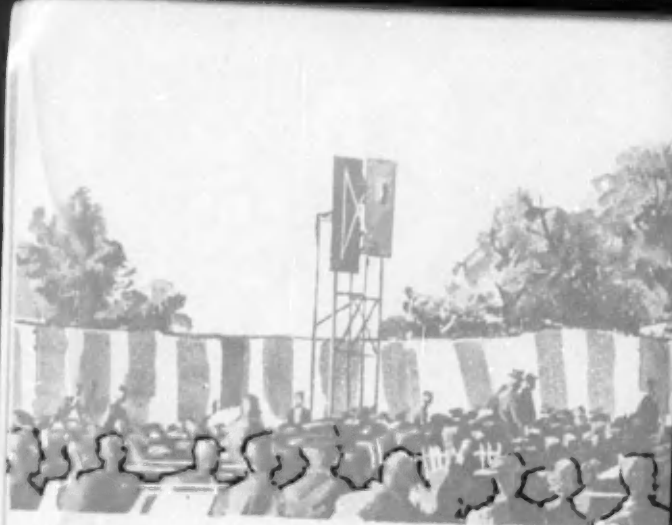
She plans to travel to the Caribbean island of Tobago this fall to visit her father, who will be there on location making the picture *Swiss Family Robinson* (which is also a Walt Disney production), and she hopes to spend some

time with him before she returns to England and school.

Her parents would prefer Hayley to make only one picture a year until she finishes school, but they've found it difficult to persuade various film producers who want to use Hayley in their pictures to limit their requests to just one a year.

Walt Disney has already signed Hayley for a new movie, *His and Hers*. The young actress will have a dual role in this film—that of twin daughters of divorced parents. In a recent interview, Disney said that he signed her for her second starring role at his studio because "Hayley is the finest young talent to come into the motion picture industry in the last 25 years."

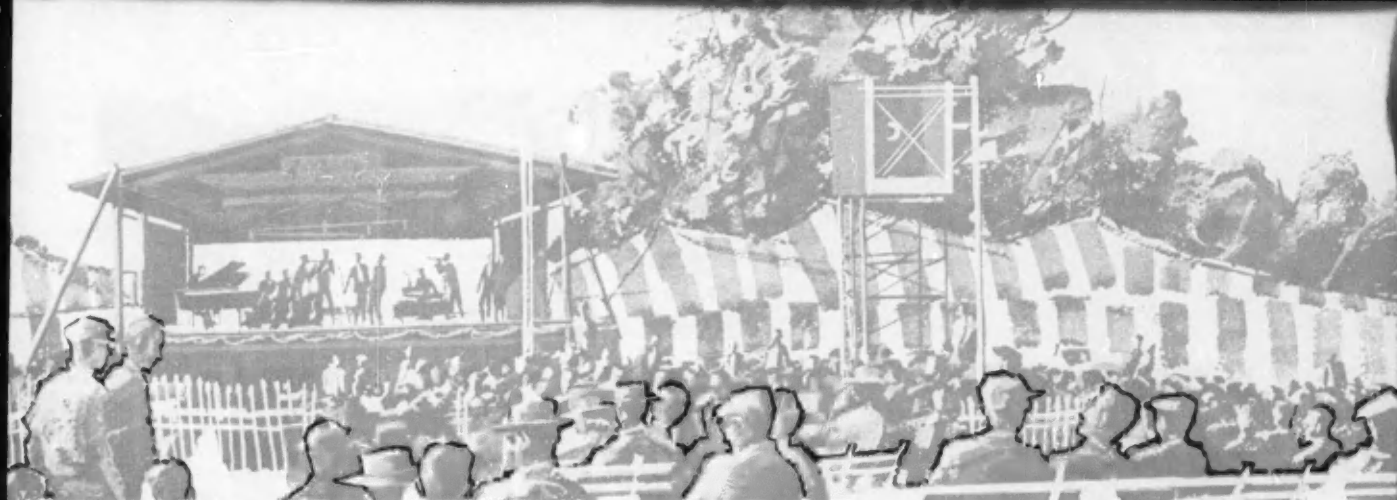
Hayley is a reserved, but not at all shy, teen-ager. She speaks with a soft British accent and, like many other girls her age, is a gadget collector. The items she collects, however, must have some particular significance or importance. A special favorite is a bracelet that she calls her "maundy money." An official at Buckingham Palace gave Hayley the "maundy money" just before she came to this country to film *Pollyanna*. The bracelet consists of several pieces of silver money attached to a silver link chain. The practice of linking coins in this manner dates back to England's Queen Elizabeth I, who gave chain-linked coins to people of her court once a year.



Eighteen teen-age musicians provided the

Big Blast





at Newport

FOR MANY SUMMERS around the turn of the century, Newport, Rhode Island, was the favorite gathering place of wealthy families, who vied with one another in social affairs at their ornate summer "cottages." In recent years, however, Newport has become the favorite gathering place of music lovers, especially jazz fans.

The internationally famous Newport Jazz Festival has hosted many outstanding jazz groups, and festival visitors have applauded bands led by such notables as Louis Armstrong, Eddie Condon, Count Basie and Dave Brubeck.

It was a new band, composed of 18 teen-age musicians from the metropolitan New York area, that brought 8,000 spectators to their feet last summer, however. Jazz played by these young musicians was so "professional" that listeners at first thought their ears were playing tricks on them. When the group finished its 40-minute Fourth-of-July concert, the audience no longer had any doubt—the Newport Youth Band had indeed provided the big blast.

The Youth Band was conceived and organized more than two and a half years ago by Marshall Brown, a music teacher in the Farmingdale, New York, school district. After receiving a "go-ahead" signal of approval from a Newport Festival committee, Brown posted notices on music department bulletin boards in every New York City area school to recruit band members. As a result, more than 600 young musicians auditioned for the band in Brown's soundproof apartment.

At the auditions the teen-agers were first asked to play a selection of their own choice. Brown felt that this would give some of the youngsters a chance to relax and to lose their initial nervousness. He then asked them to play a selection that he picked, in order to judge their phrasing and ability to read music.

After two months of auditions, Brown chose 18 boys for the band, and rehearsals began in December 1958. Brown says that although no girls were selected for the first band, he hopes to add some girl musicians to the organization in the future.

Individuals, instrument sections or the full orchestra rehearsed almost every day until the band reached the perfection that satisfied Brown. The group's first performance was at Carnegie Hall in the spring of 1959. The critics were enthusiastic, and several compared the music of the teen-agers with that of big-name bands. After the Carnegie Hall performance, the band played dance dates and concerts until its music reached professional standards.

Variety, the newspaper of show business, said, "To see and hear a group of teen-age musicians produce such exciting sounds is a real musical experience." It wasn't until the Newport Festival, however, that the band reached its musical peak.

Brown points out the opportunities for a musical group composed of young people. "You've got to have youthful spirit in a band to make it work," he says. "Otherwise you

(Continued)

The Newport Youth Band and leader Marshall Brown are shown in action at last year's Jazz Festival. Downbeat magazine, trade publication of the music field, called the band's performance "one of the most significant jazz appearances of the year."

Members of the Newport Youth Band take their music seriously, as illustrated in these photographs, which were taken during a rehearsal for the group's first appearance at the Newport Jazz Festival.



have a situation similar to prize fighting. A retired champion probably knows more about boxing now than he knew as a titleholder. But he's too old to put his knowledge into practice. It's the same with a band. A musician should be able to take the rigorous training and practice . . . and no one can do it like a teen-ager."

However, proving theories was not the goal of the Newport Youth Band. It was originally organized to provide a healthy atmosphere in which young people could further their musical skills and to serve as a training ground for those who want to make music their profession.

Members leave the band between their 18th and 19th birthdays. This makes room for younger replacements and gives others an opportunity for experience. A few "graduates" are now studying music at conservatories, and some are teaching music in schools. Most of the teen-agers hope to land jobs playing in professional dance bands. (Three recent graduates are now playing in bands led by Stan Kenton, Richard Maltby and Sal Salvador.)

About three-fourths of the band's bookings are benefit concerts or dance dates for schools and various civic

organizations. When a booking is in competition with commercial bands, such as making records or playing where commercial bands might have been hired, the musicians receive union scale for their performance. All members of the band belong to the musicians' union.

A few of the teen-agers come from families with a musical background. For example, the grandfather of trumpeter Richie Margolin played the same instrument in the Russian Philharmonic Orchestra. Richie's father had his own orchestra, in which he played trumpet, violin and saxophone.

First Musician in the Family

On the other hand, Eddie Gomez, who plays bass fiddle in the Newport Youth Band, is the first member of his family to have an interest in music. Eddie, whose family moved to the U.S. from Puerto Rico when he was two months old, first began to play the instrument in junior high school and he has been encouraged by his mother and father to plan a career in music.

The band's music library consists of more than 250 tunes, some written and many arranged by leader Brown. Numbers range from Dixieland to complex jazz arrangements. Two albums recorded by the band are distributed throughout the country. One, *The Newport Youth Band at the Festival*, was recorded from the sound track of last year's festival.

Band members are delighted with the fact that they have been invited back to Newport again this summer. They have an afternoon concert and four evening performances scheduled.

Marshall Brown plans to audition and sign young musicians from all over the country for the band within the next few years. In addition, he hopes to obtain scholarships at leading music conservatories for many deserving teen-age musicians.

■ END

Mitch Miller, recording star, chats with Youth Band members during a rehearsal. Meeting famous music personalities is just one of the opportunities available to the teen-age musicians.



Karen Strohecker, member of a firefly brigade in Oak Ridge, Tennessee, finds that her hand is quicker than a net for trapping fireflies.

Twilight Trappers

If you're quick with your hands or adept with a net—and don't mind catching fireflies—here's a profitable way to earn spending money and to help science

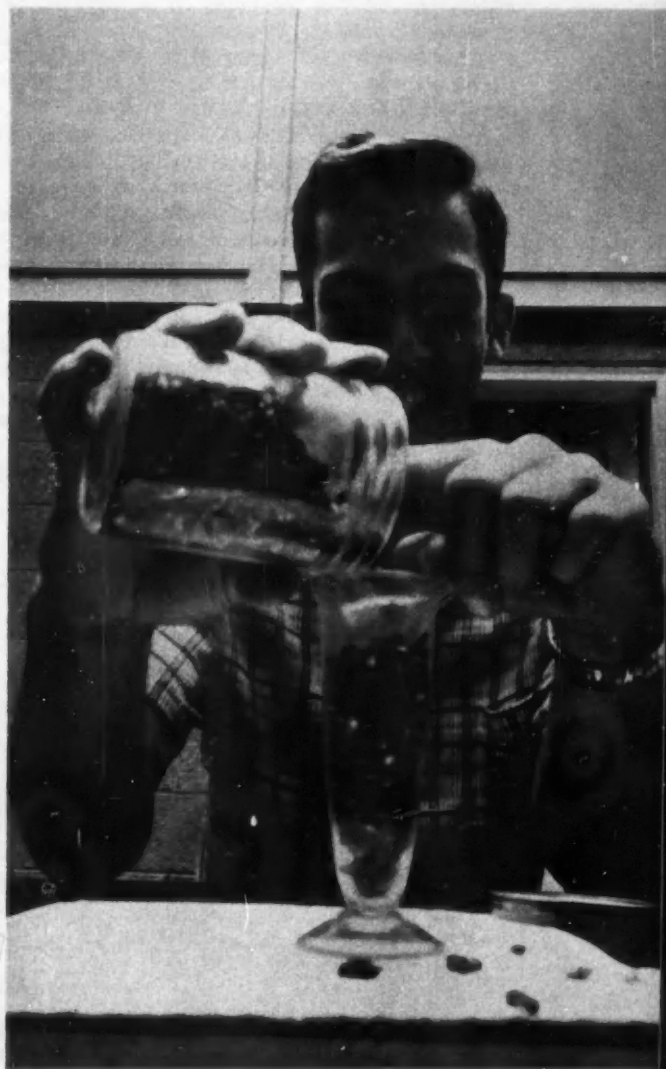
AT ONE TIME OR ANOTHER, many teen-agers in midwestern and southeastern states with a hot and humid climate have caught fireflies for their own amusement and curiosity. Now, a number of young people are enjoying a profitable pastime, trapping and selling these harmless insects with the blinking tail light.

Commercial laboratories buy the insects for research purposes. Scientists need fireflies for study, to learn what makes them light up. This knowledge will help explain how living things are able to store and use energy.

Under a plan developed by these laboratories, collection brigades of youngsters, headed by teen-age captains, have been organized in eight states to trap and bring in fireflies alive. The trappers keep their evening haul in the refrigerator at home and make a delivery once a week to the captain, who pays each collector 30 cents a hundred. One of the leading brigades in the country is on the prowl in Oak Ridge, Tennessee, where these pictures were taken. Last summer a collection team there turned in 35,000 insects in one week.

The captain has the responsibility of keeping track of payments and receipts and of shipping the team's bug collection. Cans containing lots of about 5,000 fireflies, packed in dry ice, are shipped to Johns Hopkins University in Baltimore, where the project was first organized, and to other research centers working on the program. Captains are paid 50 cents a hundred for all fireflies shipped.

Counting fireflies before they are shipped in dry ice to Baltimore is Donald Cohn, a brigade captain in Oak Ridge. When full, the glass container holds about 3,000 fireflies.



When you're driving, do you know

How Fast

THERE IS NO FAT ANSWER to the question, "How fast is too fast?" It depends on visibility, weather, type and condition of highway, traffic volume, roadside activity and many other factors.

The expert driver consistently adjusts his speed to conditions. He defines a "safe speed" as one that assures him good control of his car and the ability to stop in the assured clear distance ahead.

The expert driver has no illusions about being able to "stop on a dime." He knows that braking distance increases roughly as the *square* of the increase in speed. For example, braking distance at 40 miles an hour is not just twice as long as at 20, but more than *four times* as long. In the high-speed range, braking distance increases even more sharply. It takes more than 19 times as far to stop at 80 miles an hour as at 20.

Good drivers also bear in mind that total stopping distance in an emergency also includes travel during the driver's reaction time. Assuming an average reaction time of three-fourths of a second, a car travels 66 feet at 60 miles an hour before the driver applies the brakes.

The posted legal limits are, of course, one good guide



Mauri Rose

that expert drivers strictly observe. The driver who habitually exceeds them is guilty of dangerous conceit in rating his own opinions superior to the judgment of traffic authorities and the vast majority of law-observant motorists.

However, staying within the legal limits isn't the whole answer. It must be remembered that these limits are designed for normal, reasonably favorable conditions. They are not a blanket authority to drive right up to the posted maximum under all circumstances. Underlying the specified limits is the basic rule that speed must never be greater than is "reasonable and prudent."

Some of the conditions that call for reduced speed are obvious—or should be. Probably the best example is darkness. When the sun goes down, accident hazards go up.

There are several contributing factors, of course, but a leading one is failure to reduce speed for reduced visibility. A recent study indicated that the night accident rate is twice as high as the daytime rate for cars traveling 50 miles an hour, and *four times* as high for cars traveling 70 miles an hour.

Slippery pavement is another condition clearly calling for reduced speed. On wet ice, stopping distance can be as much as 13 times as long as on dry concrete!

There are many other obvious road and traffic conditions—ranging from sharp curves to school zones—that

The expert driver adjusts his speed to all road

and traffic conditions—he keeps his car under control at all times

and he can stop to meet any emergency

Is Too Fast?

by MAURI ROSE — Senior Engineer, Experimental Chevrolet Engineering Department
Winner at Indianapolis Speedway in 1941, 1947, 1948

demand slower speed for an adequate margin of safety.

Most drivers use good sense when confronted with a situation that practically screams, "Slow down!" But many a driver fails to adjust his speed for *potential* hazards. Given an apparently clear stretch, he drives as if his only problem were to keep his car from leaving the road. If

Speeding is a factor in about four out of 10 fatal motor vehicle accidents, according to the National Safety Council.

he had the road all to himself, or if other people always behaved in a predictable manner, this might be all right. But things aren't that way.

A dip in the road may hide a stalled car or a slow-moving farm tractor. An oncoming car may turn left without warning. A child may suddenly dart into the road. And so on, through a long list of potential hazards that can develop in a split second into very real and immediate ones.

These are the hazards that trap the driver whose motto is, "All's well that seems well." Smart drivers constantly expect the unexpected. They keep their speed within a range that gives them a good chance to avoid sudden danger.

Some drivers try to minimize the danger of excessive speed by claiming that they are more alert when driving fast. They may *try* to be (especially in watching for police cars), but the fact is that speeding usually hinders alertness. It tends to narrow a driver's field of vision and it induces tension that causes fatigue.

The new superhighways make relatively high speed possible with greater safety, but speed can still be a problem. These roads have aggravated a motorist malady called "velocititis." This is the tendency of sustained high-speed operation to dull a driver's judgment of speed. It is often the major reason for a driver's piling into the rear of another car or rolling over on a curving exit lane.

Fortunately, "velocititis" is neither inevitable nor incurable. Preventive measures include glancing frequently at the speedometer, varying speed occasionally, reducing speed gradually for a stop or turn-off, and making periodic rest halts on long trips.

Excellent performance is an outstanding feature of the modern automobile. In the hands of a self-controlled driver, this performance enhances the pleasure, the convenience and the safety of motoring. So relax and use the speed at your command wisely. You'll get where you're going just about as quickly as the reckless speeder will — if he gets there at all. And you'll find driving much more economical and enjoyable.





Six hungry teen-agers dig into a "Kitchen Sink," one of many banana-decked and cherry-topped ice cream specialties at Jahn's.

SOME DISH!

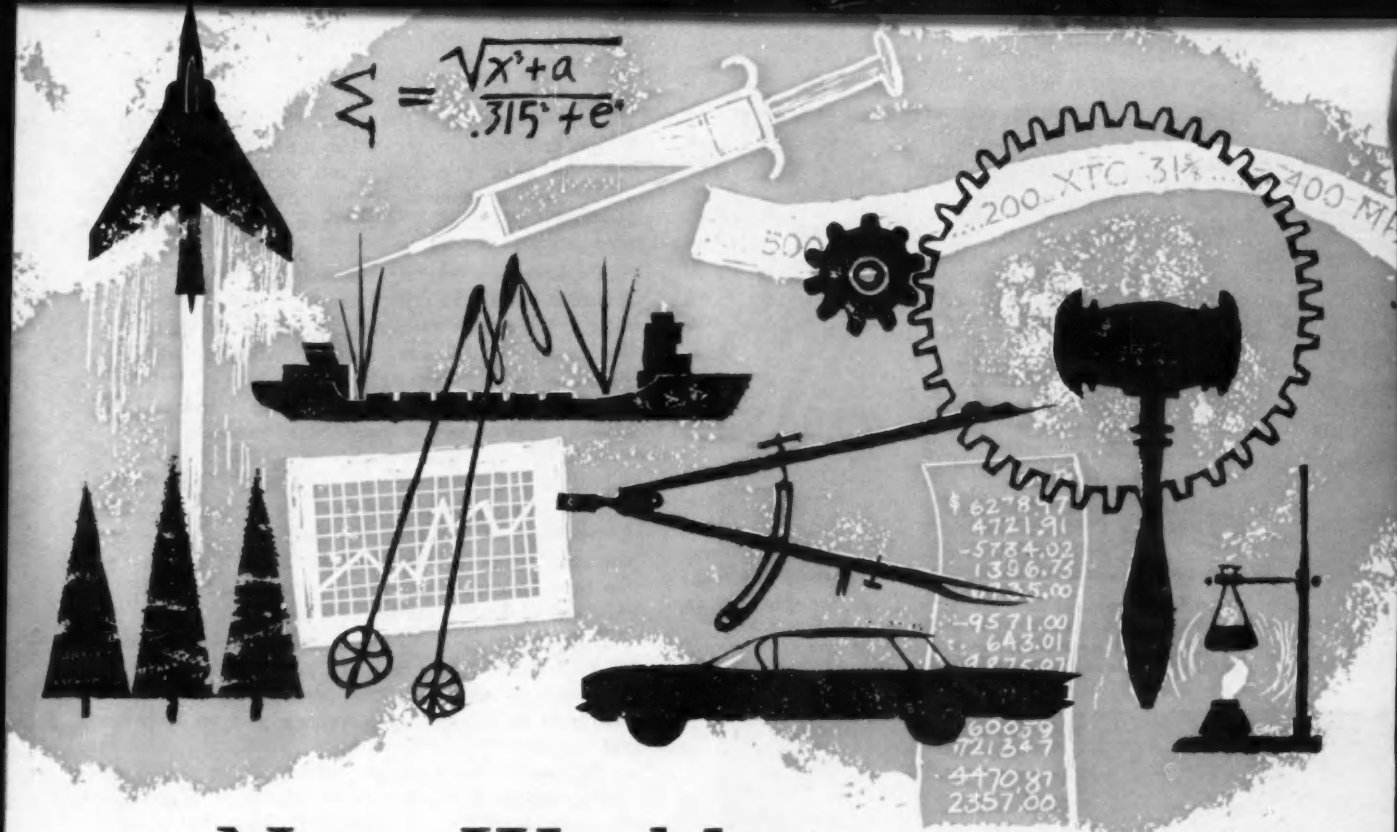


Barbara Claro, left, and Valerie Paolino enjoy an after-school chat over a super soda. Walls are covered with initials, some 60 years old.

FOR MORE THAN HALF A CENTURY, teen-agers have been meeting at Jahn's Old Fashioned Ice Cream Parlor in Richmond Hill, New York, to eat, drink and be merry.

Members of the Jahn family have catered to the American craving for unusual ice cream dishes ever since 1897, when John ("Papa") Jahn opened the first of his three stores on Long Island. Jahn's menu lists hundreds of plain and fancy specialties, ranging from a "Shissel" (the management suggests, "If you can't eat it, use it for washing") to a "Suicide a la Mode." Prices run from 10 cents for a soft drink to \$6.50 for a "Kitchen Sink" (pictured above), a punchbowl-size feast for six or more.

The "Gay Nineties" atmosphere at Jahn's appeals as much to teen-agers today as it did to their grandparents, and many young people gather at the ice cream parlor for after-school treats and date snacks. The paintings, gas-light fixtures (now electrified), chandeliers and ancient nickelodeon are almost as popular with the customers as the ice cream creations that are served.



New Worlds of Adventure for "Explorers"

WHAT KIND of adult world awaits today's teen-agers? A growing group of them—Explorers—are finding out by participating in a program started only last year by the National Council of the Boy Scouts of America.

The new Explorer uniform—a casual ensemble of blue blazer and gray slacks—typifies the fresh approach of a program that is designed to help young men plan and take part in meaningful activities that will help them in later life.

Starting in 1955, the Research Service of the Boy Scouts and the Institute for Social Research at the University of Michigan interviewed thousands of high school boys throughout the country, to find out what each boy liked to do, wanted to do and felt that he needed to do. High school girls were interviewed, too, since it was believed that their opinions were important to any program planned for boys.

As a result of the survey, the Explorer program was built up around these six well-defined activities and adventures:

1. Vocational experiences, to provide opportunities for exploration of various skills and occupations. Today, Explorers are taking an interest in such varied activities as hospital administration, forest conservation, driver education and retail merchandising.
2. Social experiences, to improve an Explorer's ability to get along with people.
3. Outdoor adventures, for recreation and to help an Explorer gain an appreciation of natural resources.
4. Personal fitness experiences, to help the Explorer develop self-reliance through physical and mental growth.
5. Service experiences, in which an Explorer seeks to develop his own leadership responsibilities.
6. Citizenship experiences, to give a clear understand-

(Continued)



There's no fracture under the cast—it's all part of a demonstration set up for Explorers of Post 2 of Clarksdale, Mississippi. Post members are exploring all phases of hospital work, since many plan careers as doctors or technicians.



Studying chalk marks on a Brooklyn street, Explorers of Post 332 learn how far a car can go after the driver applies the brakes. Members of this post specialize in highway safety, and several of them have won safe-driving awards.



Members of an Explorer post in Newport Beach, California, are studying retail merchandising, and their sponsor, a supermarket, sees that they get experience in all store operations—buying, selling, meatcutting.

ing of democracy and the rights and duties of a citizen.

Explorer posts are set up like men's service clubs. The members elect a president and secretary, for example (titles such as scoutmaster and crewmaster have been dropped), and the boys themselves run the post, with the help of adult advisers.

Explorers hold meetings together at least twice a month. A session usually includes a short business discussion, but most of the time is spent in planning special activities for the month. In summer, such activities include splash parties at local swimming pools or visits to a children's hospital. In winter, the boys hold dinner dances and make frequent appearances at town council meetings.

Most Explorer posts engage in special activities that appeal to a majority of the members. These activities cover a wide range of interests—for example, Explorers frequently visit wholesale houses, banks, laboratories, department stores, hospitals and farms. On these trips the boys have the opportunity to see first-hand whether they are suited for certain jobs, and, at the same time, they learn the amount of education that will be needed to help them qualify for the jobs in which they are interested. In several towns, posts whose members are interested in the arts hold concerts and art shows and put on plays.

Explorers have a unique opportunity to obtain vocational experience. Because of the prestige of Scouting and the high regard for the Explorer program that is rapidly growing among business leaders, the boys have little difficulty in attracting men of high caliber to serve as post consultants.

Educators Speak About Careers

Experiences in vocational guidance take many forms. Some posts invite top men in a variety of fields to answer questions about their specialized occupations at a "career parade." Educators often attend post meetings to outline the opportunities to be found in specific careers.

The social experiences of Exploring are far more than occasions for pleasure and recreation. Of much greater value is the opportunity that each gathering provides for teaching the young man correct social observances and behavior and helping him feel at home in social situations.

Most active posts schedule an experience of high adventure during the year. To members who live in a rural area, a big-city sightseeing tour presents the challenge of a new experience. City Explorers find that there is nothing more exciting than a week-long trek into the wilderness. But to Explorers everywhere, the greatest adventure that

Explorers develop personal and physical fitness and self-reliance in their outdoor adventures at Philmont Ranch in New Mexico. Here, a group of Explorers from posts all over the U.S. move out on a pack trip.

can be enjoyed is a trip to the Philmont Scout Ranch, in range country of more than 127,000 acres in the Rocky Mountains near Cimarron, New Mexico.

The ranch was given to the Boy Scouts of America by oilman Waite Phillips, to provide an area where older Scouts and Explorers from all over the U.S. could enjoy the thrill of real western living and camping. Every year, 10,000 boys go to Philmont, to find prairies, mountains and canyons filled with wildlife and streams filled with trout. On the ranch they hike and ride horseback through country that is filled with history and tradition.

Explorers know, however, that it is unwise to think only of physical fitness. Exploring strives to create in its members a desire for personal fitness — of body, mind and spirit — so that they will be useful to others in the years ahead. There is no preaching or moralizing in Exploring. An Explorer is expected to develop his own high standards of living.

To an Explorer, service means giving or doing something for other people without expecting a return. However, since an Explorer is older than a Scout (a member

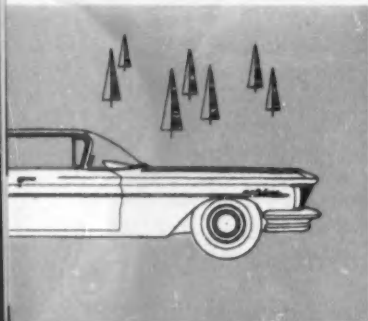
must be 14 years old and in at least the ninth grade, or 15 regardless of grade), people naturally expect more of him than just walking an elderly lady across a busy street.

The young men take on the responsibility of leadership in Scout units. They are active in community affairs — they take part in clean-up campaigns, serve as convention guides, and help in traffic studies. But it is in a time of emergency that the Explorers render their greatest service to the community. Many posts are set up to move directly into a disaster zone, to provide emergency shelter for victims, handle communications, clear away debris and take part in rescue operations.

All the areas of adventure discussed above are intended to help an Explorer become aware of the greatest experience he can gain in Exploring — the experience of becoming a good citizen, a young adult who is well adjusted personally and socially and who is capable of contributing something of value to the way of life in which he moves. As Exploring continues to grow in importance through the years, it will be in this specific field that the program can make its greatest contribution to the nation. ■ END



Be a Welcome Guest When You're



IN SUMMERTIME, America is indeed a "nation on wheels." Loading their cars with everything from cameras to canoes, millions of families head for distant vacation spots. Other millions take to the road for weekend recreation jaunts — or just for the sheer fun of driving.

The frequent sight of out-of-state license plates on highways throughout the country during July and August is a striking reminder of how much our

"automobility" has made us truly *United States*.

The ease with which automobiles gratify our wanderlust stems from many things: the excellent performance of modern cars, our vast highway network, the convenient availability of gas stations and automobile dealer service facilities, the abundance of good tourist accommodations and the helpful services of trip-planning agencies.

To these must be added another significant motoring benefit — the growing uniformity of rules of the road and traffic-control devices. Because of our heavy volume of interstate highway travel, this high degree of uniformity is obviously essential to the safe and free flow of traffic.

Traffic safety authorities rightly place strong emphasis on the need for still greater uniformity, and motorists fervently hope that the remaining conflicts will soon be eliminated.

Drive Cautiously at All Times

However, we should not overemphasize this need at the expense of attention to other requirements of highway safety. Interstate motorists must recognize that they cannot properly shift the blame for extremely dangerous driving from themselves to "unfamiliar traffic regulations." No one can reasonably plead "ignorance of the law" for such actions as driving under the influence of liquor, passing on a hill, driving too fast for conditions or parking on a highway. In short, our greatest need is for more uniform caution and law observance throughout the country.

When you travel to another state, be a welcome guest by taking your good driving manners with you. Don't behave as though your out-of-state license were a license to ignore the rules. Local authorities might excuse an unintentional minor infraction, but there are no "guest

privileges" guaranteeing you immunity from the consequences of carelessness.

If you are planning to drive in another state for quite a while, it's a good idea to pick up a copy of the local traffic rules — and study them carefully. This kind of "summer reading" may add a lot to the enjoyment of your vacation. It certainly makes better reading than a traffic ticket or a hospital bill.

For your general guidance when you and your car leave home, here are a few pointers:

Speed Limits. The basic rule is essentially the same everywhere: Don't drive faster than is reasonable and proper under existing conditions. Complying with this rule is a matter of alertness, good judgment and self-control.

Specific limits, of course, vary considerably, but are generally well posted for your information. Be alert for lower-than-normal limits posted at hazardous locations. Bear in mind that many states now have lower speed limits after dark. Remember, too, that the absence of specific limits in some states doesn't mean that "anything goes."

Keep an Eye on Your Speed

Always keep aware of how fast you are going. Sustained high-speed driving on the open road can hinder your judgment of speed, resulting in failure to slow down sufficiently when entering a lower speed zone.

Driving at the generally prevailing speed of other cars — "floating with traffic" — will help you stay out of trouble, but don't try to keep up with the local drivers if your unfamiliarity with the road dictates that you go slower. And don't pick a local hot-rod as your pace-setter!

Traffic Lights. Although you may encounter a few antique or novel installations, traffic lights are now generally uniform everywhere. However, varied placement of signals requires that you be especially alert and observant. Watch for special timing of lights at complex intersections — just because one stream of cross traffic stops, it doesn't always mean it's *your* turn to go.





an Out-of-State Driver

Stop Signs. These are probably the most uniform of all traffic-control devices. There is little or no excuse for not seeing them, with the rare exception of an odd-shaped, decrepit or obscured one. Keep a sharp lookout for stop signs, never assuming that you always have the right of way just because you are traveling on a major highway.

In regard to right of way, watch for triangular signs reading "Yield Right of Way." This fairly recent innovation is being increasingly used at intersections as a compromise between no control and a stop sign. It means that you must slow—or stop, if necessary—to let closely approaching cross traffic go through first.

Don't Cross a Solid Line

No-Passing Zones. Although uniformity is increasing, there are still variations in state methods of indicating no-passing zones. However, signs and pavement markings are generally obvious and understandable. The most common pavement marking prohibiting passing is a solid line, usually yellow, on your side of a broken center line. But watch for such variations as two solid lines, a single solid line instead of a broken line, or a different colored one.

Regardless of signs and markings, never cross the center line to pass when ascending a grade, on a curve, approaching an intersection or a railroad grade crossing or at other locations where common sense dictates keeping in line.

Arm Signals. Most states adhere to this system: Arm extended out and upward for right turn, straight out for left turn, out and downward for slowing or stopping. However, there are variations in some states—and you will certainly encounter wide variations in the way drivers actually signal. Today, almost universal use of turn signal lights has greatly minimized the problem of inter-car communication.

The most important thing is always to signal your own intentions clearly and in plenty of time—and do your best to anticipate other drivers' maneuvers.

Pedestrians. It's a general rule that pedestrians on a crosswalk (unless walking against a red light) have the right of way over vehicles. But motorists always have the responsibility of taking proper precautions to avoid hitting pedestrians at all times and places, even if they jaywalk with apparently suicidal intent. In many communities, educational and enforcement measures are markedly improving pedestrian behavior, but although people may walk wisely in your home town, don't take it for granted that they will everywhere. Always be ready for a false

step, especially by the young and the old. Speaking of young pedestrians, remember that most states require motorists to stop for a stopped school bus when they approach from *either* direction. Do this wherever you drive.

Left turns. When making a left turn on a two-way street, don't cut the corner too sharply. Unless it is otherwise indicated, keep to the right of the center line of the street you are on until you are in the intersection.

Yield the Right of Way

The law generally requires a left-turning vehicle to yield the right of way to oncoming through traffic, but in most places the turning car acquires the right of way after initially yielding to traffic within or close to the intersection. The best personal rule is: Never insist on the right of way, and never assume that it will be yielded.

In addition, when driving in strange territory, be alert for "No Left Turn" signs and special left turn lanes.

Special Local Regulations. Just about every community bigger than a mere crossroads cluster has special local traffic regulations, ranging from parking restrictions to one-way streets. The larger the city, the more complex these regulations are likely to be, especially on major thoroughfares.

Planning your trip so that you don't enter large cities during the morning or afternoon rush hours, when special traffic rules may be in effect, will help you avoid confusion or collision—as well as frustrating delay. It's also a good idea to avoid driving through cities after dark, when traffic-control signs, as well as route markers, are harder to see—and the accident rate is higher.

There are, of course, many more traffic regulations to observe than have been mentioned here, whether you're driving in familiar or strange territory. However, alertness and good judgment will do more to keep you out of trouble than expert knowledge of the fine points of the law in all the states will, once you're familiar with the fundamental rules of the road.





This pleasant outing on Maine's Lake Mooselookmeguntic is in reality one of a week-long series of woodsman tests given candidates for a Junior Maine Guide badge. Here, Gwen Lincoln of Darien, Connecticut, demonstrates to an examiner that she knows how to handle a canoe.

At her home in the woods, each girl is expected to pitch in and do her share of the camp housekeeping. In one of their cooking tests the campers are required to use the heat radiated by the reflector baker in the firepit to prepare baked goods. The teen-agers are on their own at camp; counselors are not allowed to offer any aid after tests start.

These tests at a Maine camp are for

Girls Who

IT COMES AS A SURPRISE to most of us to learn that a woodsman doesn't necessarily have to be a rugged individual in a plaid shirt and leather boots. Some good woodsmen are teen-age girls in dungarees, bobby-sox and sneakers.

Every August at Lake Mooselookmeguntic in western Maine, more than 50 girls who have an intense interest in the art of living outdoors attend a special camp for the purpose of passing a series of tests to qualify as Junior Maine Guides.

The Guide program was created in 1937 by an Act of the Maine legislature and is designed to test the practical woodcraft of both boy and girl campers. About half of the campers taking the tests are girls.

Candidates for the tests have previously been trained in basic woodland skills at summer camps throughout the state and have been recommended by their camp directors. They attend the test camp to prove their proficiency in these skills. As an indication of the ability expected of the campers, only about one-fourth of each group pass the course.

Passing the tests and being awarded a Junior Maine Guide badge mean much more than personal satisfaction for a job well done. Camp administrators all over the country recognize a guide as an expert camper and a capable youth leader. A girl who wishes to be a camp counselor often finds that her badge is a great help in landing the job.

Veteran woodsmen who conduct the tests place great emphasis on the ability of the candidate to perform basic camping skills. Upon arrival at the test area, the girls set up their tents, prepare fireplaces and establish a home



Would Be Woodsmen

in the wilderness. Then the week-long examinations begin.

Each candidate must first demonstrate her ability to handle a canoe with the skill of an Indian. She must be able to build a shelter, gather a supply of firewood for an overnight stay and build a fire with wet wood. The teenager also has to show an examiner that she can bake food by means of heat radiated from a fire.

In addition, the candidate must demonstrate superior ability with an ax, by felling and chopping a good-sized tree into billets. Then, to show that she knows her way around in the woods, a prospective guide must prepare a detailed map of the area and indicate direction by pace and compass references.

In a series of written tests, the girl is expected to show that she is capable of providing emergency care for any common ailment or injury while in the woods, that she can identify trees, that she knows the fishing laws and the safety precautions to be taken during rifle practice. She is even asked if she knows how to cope with a forest fire.

In the final written exam, which most campers consider the most difficult of all the tests, the candidate is asked to plan a trip into the wilderness. Since she is not informed of the specific trip until the last moment, she must draw up plans to cover such jaunts as a week-long canoe trip for five campers and a three-day hike in the mountains for a party of 10. It's the responsibility of the planner to provide for everything that will be needed on an outing, from a pinch of salt to a slab of bacon or an extra canoe paddle.

After the tests are finished, the teen-agers restore the camping area to its original wild state.



Deep in the Maine woods, young campers take time out for songs and laughter around a campfire before bedding down for the night. All the teen-agers, who come from New England and midwestern states, spend their summer vacations in camps located throughout Maine.



To become a Junior Maine Guide, a girl must know how to swing an ax. Here, Jane Wilkinson of Hamden, Connecticut, shows examiner Gerald Lewis how she whacks into a tree. Although Jane is not faced with a time limit, she knows that her examiner expects her to fell the tree and chop it into firewood with few wasted moments.



Teen-age oarsmen, guided by a coxswain, demonstrate rhythm and power as they glide over Green Lake in Seattle on practice run.

Seattle crews make time with

Eight Sweeps and a Megaphone

ROWING as an American sport got its start about 100 years ago along the eastern seaboard and soon spread westward to become popular on the many lakes and waterways in the Seattle, Washington, area. In fact, the University of Washington racing crew has been a major power in intercollegiate racing since the early 1920s.

It is not surprising, then, that crew racing has become a favorite sport of teen-age boys in Seattle. In 1948, the Green Lake Junior Racing Program was organized by the Associated Boys' Clubs and a local newspaper to interest high school students in rowing. Funds to support the program have been augmented by a gift from the sponsors of a bowling tournament held each year in the city.

More than 200 boys between the ages of 14 and 19, representing eight high schools, try out every season for a place on the rowing crews sponsored by Green Lake. About 70 boys are selected, according to their ability and their willingness to work out daily.

Green Lake crews annually hold their own in races with college freshman crews. Last year, for example, Green

Lakers swept to five victories in the Hawaiian Regatta and won another title at the Pan American Games in Chicago.

Most of the rowing equipment used by the teen-agers formerly belonged to the University of Washington. The eight-oared shell pulled by the crew in the picture above is a little more than 60 feet long, only two feet wide, about nine inches deep, and weighs about 285 pounds. Oars, or sweeps, for the shell are 12 feet long and are made of laminated wood.

The coxswain sits in the stern of the boat and steers by means of a rudder. It's his job to chant the "stroke-stroke-stroke" of the measured oar-beat and to keep his crew informed as to their position in a race. Racing strokes usually vary between 30 and 40 a minute, depending on the distance of the race. A strong crew can speed along at a rate of 10 to 12 miles an hour.

Oarsmen face the stern of the shell and their positions are numbered from the bow. The stroke, or number eight oarsman, is the pacemaker; the rest of the crew follow him in every movement.

YOUNG AMERICA HAS ITS SAY

QUESTION FOR JULY: *Do you think a driver training course should be required for obtaining a driver's license?*

Sirs:

Yes, I think that a driver education course is essential for making beginners good drivers and experienced drivers more competent.

Through driver training, I have learned the basic traffic laws of my state. I have learned how to be a courteous and understanding driver. In driver training I have also learned about the mechanical functions of a car. From a course in driver training a knowledge is secured of how to be a courteous, responsible and safe driver.

DOUGLAS SASS, 18

Denby High School
Detroit, Michigan

Sirs:

In order to insure safe driving on the American highways, a driver training course should be required for obtaining a driver's license.

Through unconscious neglect or ignorance, an amateur teacher may not give the student driver complete instruction concerning driving rules and regulations. Some states require the license candidate to read a driving handbook, and the average person needs an expert instructor to impress upon him the importance of this material.

MARGARET BYRD, 17

Greenwood High School
Greenwood, South Carolina

Sirs:

It is my opinion that driver training is absolutely necessary in a large city. It is training that is very important for boys and girls who have never been behind the wheel and for those whose parents are too busy to give them proper instruction.

Considering the startling number of deaths on our highways each year, one can't be too well educated in the science of driving. It is essential, too, that the new driver have self-confidence - if he knows that he has received the best training, he will have

gone a long way toward acquiring that feeling of competence which is an attribute of the good driver.

ANTHONY PATRICK, 16

St. Mary's of Redford High School
Detroit, Michigan

Sirs:

A driver training course should be required for obtaining a driver's license because it would ultimately eliminate all poorly trained drivers from the highways. Driver training obtained from a relative or friend is unreliable as well as dangerous, unless that person is a qualified instructor and unless the training takes place in a dual-control car.

A driver education course has many benefits to offer the future driver. Since the course is given over a period of a few months, the length of time is adequate to give the student a thorough understanding of the automobile and how it operates.

MARCIA BRIGGS, 17

Amesbury High School
Amesbury, Massachusetts

Sirs:

Although driver training is offered in most high schools, if the program were required in order to obtain a driver's license, it would teach students the correct procedure on the road from the start. Under a capable instructor, many of the tensions usually felt by those learning the ways of the highway would be relieved.

ANNE COX, 16

Rogers High School
Newport, Rhode Island

Sirs:

Last summer I took a high school driver training course, and I believe that such a course should be required for a driver's license.

A training course teaches the driver how to maneuver his car, its mechanics, traffic laws, safety tips and, most important of all, driving attitudes. It

teaches new drivers how to drive correctly, and can correct the bad habits of experienced drivers.

CORA LOUISE MICHAEL, 15

Vermillion High School
Vermillion, South Dakota

Sirs:

I think that a driver training course should be required for all new drivers because, besides learning how to operate a car, you learn, among other things: 1. All state traffic regulations thoroughly. 2. What to do in an emergency situation. 3. How to make minor repairs and adjustments on your car. 4. Safe driving habits. 5. Courtesy to other drivers.

As a result of driver training, young adults are better equipped to take on the tremendous responsibility of driving a car, and the percentage of accidents among teen-agers is greatly reduced.

WILLIAM SEAMAN, 16

East Lansing High School
East Lansing, Michigan

Sirs:

Yes, I feel that driver education typically cuts teen-age accidents in half. In my opinion, any teen-ager who is granted a junior driver's license feels more mature and adult. Since you are encouraged in all phases of driving by people experienced in this field, driver training makes for better driving and fewer accidents.

BARBARA SANTAGE, 15

Long Beach Polytechnic High School
Long Beach, California

IF YOU MOVE

please send us both your OLD address and your NEW one. Send request for address change to AMERICAN YOUTH, CECO Publishing Company, Department AY, 3-135 General Motors Building, Detroit 2, Michigan.

WE'LL PAY \$10 IF WE PUBLISH YOUR LETTER! Just write an answer to either of these questions: (1) What are the biggest problems that face teen-agers today? (2) Is it necessary to be a good dancer to be popular? Send letters, of 100 words or less, to National School Editor, AMERICAN YOUTH Magazine, 3-135 General Motors Building, Detroit 2, Michigan. Letters must be postmarked not later than July 31, 1960.

Editorial Department
University Microfilms, Inc.
313 N. First Street
Ann Arbor, Michigan

BULK RATE
U. S. POSTAGE
PAID
DETROIT, MICH.
PERMIT NO. 1495



The cars are safer... the roads are safer...



THE REST IS UP TO YOU!

It's great to drive a car . . . to go where the fun is! And it's good to know that your parents, who gave you the keys, and the authorities, who gave you your license, have confidence in you. And you should have confidence in yourself, because a lot of people are helping you to be a safe driver.

You may not have met an automotive engineer, but if you take a close look at the family car you can sure see the results of his work. He gave us dependable brakes that work as surely for a 90-pound girl as for a 200-pound man. He also improved steering to the point that anyone old enough to drive can guide a 4,000-pound car smoothly

through traffic. One of the most helpful features for young drivers like yourself is an automatic transmission which allows you to devote your full attention to the road ahead.

Then there are the men we seem to take for granted—the traffic experts. These men constantly study traffic patterns and smooth out the kinks to help you to your destination and home again, quickly and safely.

There are others, of course, but you know who is the most important person in promoting safe driving. That's right, you! It doesn't take much effort to be alert, courteous and cautious—and it's your best assurance that you'll drive again.

GENERAL MOTORS A CAR IS A BIG RESPONSIBILITY—SO HANDLE WITH CARE!
CHEVROLET • PONTIAC • OLDSMOBILE • BUICK • CADILLAC • All with Body by Fisher

